PACIFIC RAILWAY & NAVIGATION CO.

9

TIME TABLE

To Take Effect Sunday, April 12th, 1914, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only, and not intended for the use of the public
The Company reserves the right to vary from this time table at pleasure

D. W. CAMPBELL,
President.

F. L. BURCKHALTER,
Superintendent.

PACIFIC RAILWAY & NAVIGATION CO.

Time Table No. 9
April 12, 1914

Capacity of Sidings in cars and location of water, fuel, telephone and turning stations	Eastward Second Class	Eastward First Class			Distance from Hillsboro		STATIONS	Station Numbers	Westward First Class			Westward Second Class
	238 Way Freight Daily Ex. Sun.	148 Motor Daily	146 Motor Daily	142 Passenger Daily					141 Passenger Daily	145 Motor Daily	147 Motor Daily	237 Way Freight Daily Ex. Sun.
70 WY FP	AM L 7.50	PM L 5.45	AM L 10.30	AM L 7.30	91.2	DR	**TILLAMOOK**	91	PM A s 4.35	AM A s 9.30	PM A s 5.30	PM A 3.50
5	8.05	f 6.00	f10.45	f 7.45	86.7		4.5 IDAVILLE (Spur)	86	f 4.18	f 9.14	f 5.14	3.30
50	8.12	s 6.07	s10.52	s 7.52	84.9	D	1.8 BAY CITY (Spur)	84	s 4.11	s 9.07	s 5.07	3.20
	8.17	f 6.14	f10.59	f 7.59	83.0		1.9 HOBSONVILLE (No Sidg)	82	f 4.04	f 9.00	f 5.00	3.10
5	8.23	f 6.20	f11.05	f 8.05	81.5		1.5 MIAMI (Spur)	81	f 3.57	f 8.53	f 4.53	3.04
	8.30	s 6.25	s11.10	s 8.10	80.3		1.2 GARIBALDI (No Sidg)	80	s 3.53	s 8.49	s 4.49	3.00
6	**8.44**	s 6.30	s11.15	s 8.15	78.9		1.4 BARVIEW (Spur)	78	s 3.48	s **8.44**	s 4.44	2.55
	8.52	f 6.37	f11.22	f 8.22	76.9		2.0 OCEAN LAKE PARK	76.8	f 3.41	f 8.37	f 4.37	2.48
2	8.53	f 6.38	f11.23	f 8.23	76.7		0.2 (No Siding) TWIN ROCKS (Spur)	76.5	f 3.40	f 8.36	f 4.36	2.47
	8.55	s 6.40	s11.25	s 8.25	76.2		0.5 SALTAIR (No Siding)	76	s 3.38	s 8.34	s 4.34	2.45
2	9.00	s 6.42	s11.27	s 8.27	75.8	D	0.4 ROCKAWAY	75.8	s 3.36	s 8.33	s 4.33	2.40
16	9.05	s 6.44	s11.29	s **8.30**	75.1		0.7 (Spur) LAKE LYTLE (Spur)	75	s 3.33	s **8.30**	s 4.30	2.35
2	9.10	f 6.46	f11.31	f 8.33	74.3		0.8 MANHATTAN BEACH	74	f 3.30	f 8.25	f 4.28	2.30
15	9.25	f 6.58	f11.43	f 8.45	71.7		2.6 (Spur) BRIGHTON	71	f 3.18	f 8.15	f 4.18	2.15
75 W	9.40	s 7.05	s11.51	s 8.54	68.7	D	3.0 WHEELER	68	s 3.10	s 8.08	s 4.10	2.00
10 T	9.50	s 7.15 PM A	s12.01 PM A	s 9.04	66.2	R	2.5 **MOHLER**	66	s 3.00	8.00 AM L	4.00 PM L	1.40
25	10.15			f 9.24	60.2		6.0 BATTERSON	60	f 2.40			1.15
45	10.35			f 9.42	55.0		5.2 RECTOR (Spur)	55	f 2.20			12.55
4	10.55			f 9.56	51.0		4.0 SALMONBERRY (Spur)	51	f 2.05			12.35
25 T	11.15			s10.13	46.0	D	5.0 ENRIGHT	46	s 1.45			12.15 PM
10	**11.45** PM			f10.34	40.2		5.8 MAYO	40	f 1.20			**11.45**
50 WT	**12.55**			s **11.00**	35.0		5.2 COCHRAN	35	s **12.55**			**11.00**
8	1.10			f11.15	31.8		3.2 WEDEBURG	32	f12.40			10.00
33 WP	1.40			¶11.30 11.50	28.2	D	3.6 TIMBER	28	12.25 ¶12.05			9.30
14 Y	1.50			f **11.59** PM	26.6		1.6 CASTOR CREEK	27	PM f **11.59**			8.58
14	2.05			f12.12	23.5		3.1 STRASSEL	24	f11.45			8.45
25	2.20			f12.24	20.2		3.3 SCOFIELD (Spur)	20	f11.30			8.30
5				f	18.9		1.3 WIRFS (Spur)	19	f			
225	2.35			f12.35	17.1		1.8 HARE'S (Spur)	17	f11.18			8.15
30 WYP	2.45			s12.39	16.3	D	0.8 BUXTON	16	s11.15			8.10
20	3.00			f12.45	14.2		2.1 MANNING (Spur)	14	f11.08			7.55
4	3.05			f12.48	13.4		0.8 CARSTENS (Spur)	13	f11.06			7.52
3	3.12			f12.54	11.6		1.8 DAVIES (Spur)	12	f11.01			7.46
15	3.30			s12.59	9.8	D	1.8 BANKS	10	s10.56			7.40
7	3.42			f 1.07	7.6		2.2 ROY (Spur)	8	f10.50			7.30
11	3.56			f 1.15	5.2		2.4 SCHEFFLIN (Spur)	5	f10.44			7.23
3	4.02			f 1.20	4.2		1.0 BAGLEY (Spur)	4	f10.41			7.20
25				s 1.30	0.4		3.8 MAIN STREET	1	s10.30			
					0.3		0.1 O. E. CROSSING					
40 WYPF	4.30 PM A			s 1.35 PM A	0.0	DR	0.3 **HILLSBORO**	0	10.27 AM L			7.00 AM L
	Daily Ex. Sun.	Daily	Daily	Daily			91.2		Daily	Daily	Daily	Daily Ex. Sun.
	8.40	1.30	1.31	6.05			Time Over District		6.08	1.30	1.30	8.50
	10.51	16.66	16 63	14.98			Average Speed per Hour		14.97	16.66	16.66	1.28

Westward Trains are superior to Trains of the same class in the opposite direction (see Rule 72). Exception: No. 142 is superior to No. 145.
Additional flag stops: West Timber, M: P. 29.4; Maples, M. P. 56; Lynbrook, M. P. 62; Foley, M. P. 64.7, and Nos. 145, 146, 147 and 148 Jetty Spur M. P. 72.2.

SPECIAL RULES

"SAFETY FIRST"

EXTRA TRAINS MAY PASS OR RUN AHEAD OF SECOND CLASS TRAINS WITHOUT AN ORDER TO DO SO.

STANDARD CLOCKS.

Hillsboro. Tillamook.

WATCH INSPECTORS.

WEBB C. BALL, General Time Inspector	San Francisco
J. H. HOFFMAN, Local Watch Inspector	Hillsboro
E. JENKINS, Local Watch Inspector	Tillamook

BULLETIN STATIONS.

Hillsboro. Tillamook.

CLEARANCE CARDS.

In issuing clearance cards operators will first fill out clearance designating thereon numbers of orders, repeat to dispatcher train and order numbers as they appear on clearance, and obtain O. K. with time and dispatcher's initials, writing same on clearance before delivery.

Operator will retain carbon copy of all clearances.

Dispatcher must write train and order numbers in his train order book as transmitted by operator from clearance card and must designate time clearance was made O. K., not transmitting O. K. unless operator repeats numbers of all orders to be delivered to the train to which clearance is addressed.

Conductors and engineers must not accept clearance cards with order numbers thereon unless properly O. K.'d as above.

Rule 83-A will not apply at initial stations which are not telegraph stations nor at telegraph stations when there is no operator on duty.

AIR BRAKE TESTS AND INSPECTION.

Air brakes must be tested whenever the train line is broken as per air brake Rule 14. When signal from rear of train cannot be seen owing to foggy weather or position of train on curve, engineer will sound one blast of the steam whistle and rear brakeman will apply brakes as required in Rule 14. Engineer should watch gauge and if proper reduction made acknowledge same by two short blasts of the steam whistle. This test should also be made on all trains at Cochran and eastward trains at Timber. Rule 24 should be observed when helper engines are cut out or picked up ahead of the regular engine.

The following points are designated for careful inspection of running gear, brake and draft rigging of trains by freight train crews: Timber, Cochran and Enright.

Train crews should make careful inspection of trains at any point where trains stop or at points where slow movement of train would permit trainmen to stand on ground and watch for defects as train is pulled past.

Retainers must be turned up on passenger and freight trains westward, from Cochran to Enright; eastward, from Cochran to Timber and Tunnel 1 to Buxton.

SPEED RESTRICTIONS.

Trains must be under control when descending grades, approaching bluffs or other points where slides are liable to occur.

Engines running backwards between Buxton and Wheeler must not exceed ten miles per hour. Between Buxton and Hillsboro and between Wheeler and Tillamook, fifteen miles per hour.

The following speed table is for information of engineers and must not be considered in any way to authorize exceeding speed limits specified above:

	Passenger and Light Engines	Freight
Hillsboro-Buxton	30	20
Buxton-Enright	20	15
Enright-Wheeler	25	20
Wheeler-Tillamook	30	20

SPEED TABLE

Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.
6	10	21	2.51	31	1.56	41	1.27
8	7.30	22	2.43	32	1.52	42	1.25
10	6	23	2.36	33	1.49	43	1.23
12	5	24	2.30	34	1.45	44	1.21
15	4	25	2.24	35	1.42	45	1.20
16	3.45	26	2.18	36	1.40	46	1.18
17	3.31	27	2.13	37	1.37	47	1.16
18	3.20	28	2.8	38	1.34	48	1.15
19	3.9	29	2.4	39	1.33	49	1.13
20	3	30	2.0	40	1.30	50	1.12

LOCATION OF OVERHEAD AND SIDE OBSTRUCTIONS.

Mile Post	East of	Description
24.7	Castor Creek	Tunnel No. 1.
36.9	Mayo	Tunnel No. 2.
38.7	Mayo	Tunnel No. 3.
40.8	Enright	Tunnel No. 4.
40.9	Enright	Salmonberry River Bridge.
41.0	Enright	Salmonberry River Bridge.
41.1	Enright	Salmonberry River Bridge.
41.3	Enright	Tunnel No. 5.
41.5	Enright	Salmonberry River Bridge.
41.6	Enright	Tunnel No. 6.
41.7	Enright	Salmonberry River Bridge.
41.8	Enright	Salmonberry River Bridge.
42.7	Enright	Tunnel No. 7.
43.0	Enright	Tunnel No. 8.
43.3	Enright	Tunnel No. 9.
43.6	Enright	Tunnel No. 10.
44.5	Enright	South Fork Salmonberry River Bridge.
45.0	Enright	Tunnel No. 11.
45.8	Enright	Tunnel No. 12.
47.1	Salmonberry	Salmonberry River Bridge.
49.3	Salmonberry	Salmonberry River Bridge.
50.3	Salmonberry	Salmonberry River Bridge.
50.9	Salmonberry	Nehalem River Bridge.
66.0	Mohler	Nehalem River Bridge.
82.0	Hobsonville	Miami River Bridge.
83.1	Hobsonville	Tunnel No. 13.
87.9	Tillamook	Kilchis River Bridge.
89.5	Tillamook	Wilson River Bridge.

YARDS.

All trains must be under control within yard limits as listed below; see Rule 93:

HILLSBORO.
BUXTON.
TIMBER.
COCHRAN.
WHEELER.
TILLAMOOK.

Rule 93 will govern the movement of P. R. & N. trains using S. P. tracks at Hillsboro.

LOCATION OF WATER TANKS BETWEEN STATIONS.

M. P. 53.7 and M. P. 42.5.

MISCELLANEOUS,

All trains will stop and examine Trestle 19-A, just west of Mile Post 19, between Wirfs and Scofield, before passing over same, unless watchman is on hand and gives proceed signal.

All trains consisting of more than 20 cars will cut off engines to take water, and also cut off way cars before spotting.

Flues of engines must not be sanded in tunnels or while crossing overhead bridges.

Engines in helper service must not be coupled tender to tender.

COMMERCIAL SPURS NOT SHOWN ON TIME TABLE.

Jetty Spur Mile Post 72.2.
O. K. Logging Spur 0.5 mile east Cochran.
Christianson Spur Mile Pest 24.2.
Bailey's Mill 5.5 miles west Cochran.
Seaview 800 feet west Lake Lytle.

LIST OF SURGEONS, HOSPITAL DEPARTMENT.

Name.	Title.	Location.	District.
DR. F. K. AINSWORTH	Chief Surgeon and Manager	San Francisco	All.
DR. G. F. WILSON	Division Surgeon	Portland	Lines in Oregon.
DR. J. P. TAMIESIE	Consulting Surgeon	Hillsboro	
DR. R. ERWIN	District Surgeon	Hillsboro	Hillsboro and Buxton.
DR. W. B. MUNFORD	Emergency Surgeon	Banks	
DR. V. L. HAMILTON	District Surgeon	Wheeler	
DR. R. T. BOALS	District Surgeon	Tillamook	Tillamook to Buxton.

C. W. Martyn, Assistant Superintendent	**Portland, Ore.**	**J. I. Love, Dispatcher**	**Portland, Ore.**
F. M. Siefer, Assistant Superintendent	**Portland, Ore.**	**O. Olsson, Dispatcher**	**Portland, Ore.**
G. C. Morris, Assistant Superintendent	**Portland, Ore.**	**C. W. Grubbs, Dispatcher**	**Portland, Ore.**
George Wild, Assistant Superintendent	**Brooklyn, Ore.**	**D. J. McLardy, Dispatcher**	**Portland, Ore.**
F. Hanssen, Assistant Superintendent	**Portland, Ore.**	**F. W. Cantrell, Dispatcher**	**Portland, Ore.**
C. H. Spencer, Assistant Superintendent	**Portland, Ore.**	**W. M. Scherr, Dispatcher**	**Portland, Ore.**